

two or more appropriations. The proposal delineates the scope, authority, requirements, and procedures to be used when joint funding is undertaken.

This Department believes the proposal, which is an Administration bill, will facilitate and encourage the integrated development and execution of program proposals. We think this is a highly desirable result. Since the effective objectives of Government supported programs are multiple, the achievement of these objectives require the simultaneous and integrated implementation of a number of projects.

The three principal programs of this Department that could be operated under this new authority are the Federal-aid to Airports, the Federal-aid to Highways, and the State and Community Safety grants.

The FAA now cooperates, in providing airports, with the Economic Development Administration, Department of Commerce; the Department of Defense; and the National Park Service, Department of the Interior. In addition, the airport grant-in-aid projects might be coordinated with urban renewal projects, mass transit projects, open-space grants, metropolitan planning grants, and with the Department's highway program.

Similarly, the Federal-aid to highways and the State and Community Safety grant programs might, with the assistance of this bill, be utilized more frequently in a coordinated fashion with the grant-in-aid programs of other departments. The multiple impact of joint planning and execution will be much greater if the project is originated and completed in tandem or multiples wherever this is possible. A transportation system is a complex of many items, and a more complementary installation of those items would lead to greater efficiency.

We assume that the language in section 8 is sufficient in its requirement that an expenditure not be inconsistent with other Federal laws, to prevent the expenditure of money transferred from the airport grant-in-aid program or the highway trust fund for other than airport or highway projects respectively. The problem of segregation of the Highway Trust Fund is particularly important since that fund is financed through highway user taxes and has been specifically held by Congress to be available only for that purpose.

Subject to these comments the Department of Transportation favors the enactment of this legislation.

The Bureau of the Budget has advised that enactment of this legislation would be in accord with the President's program.

Sincerely yours,

JOHN L. SWEENEY,
Assistant Secretary for Public Affairs.

EXECUTIVE OFFICE OF THE PRESIDENT,
OFFICE OF EMERGENCY PLANNING,
Washington, D.C., March 4, 1968.

Hon. JOHN L. McCLELLAN,
*Chairman, Committee on Government Operations,
U.S. Senate, Washington, D.C.*

DEAR MR. CHAIRMAN: This is in reply to your request for comments of this agency on S. 2981, 90th Congress, a bill, "To provide temporary authority to expedite procedures for consideration and approval of projects drawing upon more than one Federal assistance program, to simplify requirements for the operation of those projects, and for other purposes."

In my capacity as the President's liaison with the Governors, I have a direct interest in this bill, and I recommend that it be enacted at an early date.

The Bureau of the Budget advises that it has no objection to the submission of this report, and that enactment of this bill would be in accord with the President's program.

Sincerely,

MORDECAI M. MEEKER
(For Price Daniel, Director).